

# THE CLARION.

Hon. O. R. Singleton and the Electoral Commission.

EDITORS CLARION: In THE CLARION of May 30, was republished an article from the New York World in which ex-Speaker Randall was violently assailed as unfit to receive the Democratic nomination for the Speakership of the next House, because of his arbitrary and iniquitous ruling on the 1st and 2d of March 1877, by which said ruling he was enabled to force a vote on the objections to the finding of the electoral commission by which the vote of South Carolina was given to Hayes. THE CLARION editorially declared this the strongest point yet made against Mr. Randall's election to the Speakership. In the same article, and in another separate paragraph, also, THE CLARION put forward the Hon. O. R. Singleton as a candidate for the Speakership, (Proctor Knott being out of the way) "if the electoral commission and the next Presidential count are to be considered in the choice of Speaker."

Will THE CLARION explain why Mr. Speaker Randall shall be put under the ban for his course on the 1st and 2d of March 1877, by which the counting in of Mr. Hayes was forced through, and at the same time the Hon. O. R. Singleton shall be thought fit for the Speakership, when, as all who care to know do now know, that Proctor Knott, and the sixty or eighty Democratic minority who stubbornly fought Mr. Randall and the forcing through of the count, were steadily opposed by Mr. Singleton's vote.

The Congressional Record, vol. 5, part 3, 44th Congress, 2d session, beginning on page 2620 and ending on page 2669, containing the proceedings of the House on the 1st of March 1877 will show that O. R. Singleton, in company with Jno. R. Lynch, G. Wiley Wells, N. P. Banks, Conger, of Michigan, Frye, Garfield, Hubbell, Kasson, Hoar and the Radicals generally, with some Democrats, voted more than ten times to do what the world calls "forcing a vote on the objections sent down from the joint convention, thus bringing the convention again together to complete the fraudulent count," and the doing which THE CLARION pronounces "the strongest point" yet made against Mr. Randall's election to the Speakership next December 7, until Proctor Knott, Blackburn, Cox, Atkins, Charles E. Hooker, Fernando D. Money, Morrison, Springer and the noble Democrats bent on keeping off the consummation of the fraud by which Hayes was to be counted in, as many times voted not to go on.

Not once did Mr. Singleton, during all that stormy and critical period do what Hooker and Money did on every vote. Not once did he vote with Proctor Knott—not even did he vote for Knott's own heroic motion. Why, then, now that Proctor Knott is out of the way, making a canvass in Kentucky, as her Democratic nominee for Governor of that State, shall Mr. Singleton be put forward as entitled to Knott's mantle?

If there is any cavil, the slightest, about Mr. Singleton's course during that trying period, if the CLARION is willing the writer will furnish a long misinformed public, with each separate proposition made, and vote taken, on February 28th, and March 1st and 2d, 1877, touching the counting in of Hayes, by which it will appear to the blindest partisan who can spell out the words and names, that Mr. Singleton never voted a solitary time to defeat the fraud of the Electoral Commission in counting Tilden out and Hayes in. The paper is already prepared for the press, if the CLARION, or any reader doubts.

This may seem cruel to those who have been made to believe that Mr. Singleton did oppose, with manful energy, along with Knott, and Joe Blackburn, Sumner, Cox, and Charley Hooker, and Fernando Money, and the others of the undaunted, the consummation of the Presidential steal, but the truth of history requires that the oft-trumpeted deception shall be exposed and exploded.

If Singleton, why not Randall? If Knott's out of the way, why not Joe Blackburn or Fernando Money, who did really do what the CLARION only imagines Singleton did?

Singleton may be the proper man, but THE CLARION has given the wrong record.

## Just How He Did It.

Washington Industrial Review.]

Some years ago a friend of ours, living on the Mississippi sea-coast, had an abundance of means and a great deal more spare time than he felt was profitable to any well-organized community. He knew that the various herds of sheep in his section furnished a valuable clip twice each year, and that there was no home demand for the produce. So, after maturing his plans, he ordered the brick, timber and other materials for a spacious building, and came North to Philadelphia and purchased the most approved machinery in that market. Then he employed such skilled artisans as were necessary to conduct the business, and returned home to personally supervise the construction of the factory and the nearest style of cottages for the use of his workmen. The inspiration first took hold of this friend in December, 1876. In the following May the busy hum of machinery made sweet music, and the treasury of the concern supplied the wants of a large circle of industrious workmen and workwomen. This is what our friend A. A. Uman, of Bay St. Louis, Miss., did to prove the utility of home industry. We believe he has succeeded admirably. We know his investment has blessed his section, and given lucrative employment to hundreds of idle men and women—idle only because there was no demand for their labor. Our friend is a thorough man—honest, true and liberal to the utmost. Financial embarrassments may overtake his enterprise.

## The Value Of Railroad Commissions.

From a Letter in Bullion by Hon. T. M. Cooley, Chief Justice Supreme Court of Michigan.]

Few things are more evident to the casual observer than the jealousy with which the railroad interest is regarded by the general public. Some of the reasons for this are as obvious as the fact. The enormous wealth, which that interest represents, the rapidity of its growth, the vast numbers and the great ability it summons to its service, and its immense probabilities for evil as well as for good, cannot fail most powerfully to effect the imagination, and to cause no little apprehension for the future even in the most thoughtful and well-balanced minds. The fact, too, that the managers of great lines or systems of competing roads are found agreeing upon rates, and perhaps upon apportionment of business, and thus apparently putting an end to competition, has the appearance of organizing those who should be competitors with one or more great monopolies, with which the public is compelled to deal on their own terms; and these terms will *prima facie* be taken to be unreasonable and offensive, for the reason that they are dictated exclusively by one of the parties concerned, irrespective of concurring will in the other. The railway interest, being thus personified as a monopoly, all individual interests, as they come in conflict with it, seem to be placed at great disadvantage; none of them receives and disburse such vast sums of money; none of them has so many desirable places at its disposal; none of them, without loss to itself, can grant so many favors; none of them has many means of affecting, duly or unduly, the legislation of the country. So great a power is certain to be more or less abused; and when it is wielded, as sometimes it will be, by men who are arrogant, overbearing and reckless of the rights of others, the public are more likely to regard the abuse as natural and inevitably pertaining to a system than as exceptional.

It is very obvious that to have the administration of public affairs thus distracted is a great evil, whether the distrust is well founded or not. The value of government is largely in the content it gives; and there cannot be content where there is want of confidence. It is also a very great evil to have so great and so valuable an interest stand in apparent antagonism to the public. The relations of the public with it are so general, so constant and so intimate, the opportunity of mutual accommodation and assistance are so frequent, that the public good imperatively demands the existence of friendly relations between them. Indeed, the railroad ought to be looked upon as the convenient and accommodating servant of the public, created to do its will; but the public will that is to be served ought to be a great and a reasonable will, and should demand nothing which the owners of railroad lines had no reason to anticipate when they invested their money in this species of property, and which they cannot therefore be said to have bargained for.

Much of the mutual distrust is without reason, and is the offspring of ignorance of railroad workings. Where it is so thought, as far as possible, to be removed by placing before the people the needful public information. If railroads are created to serve the public, the public ought to have the means of judging for themselves whether the service is fairly performed, and given for a reasonable compensation, and they cannot judge of this without such full presentation of facts as the railroad managers act upon in preparing their tariff of charges. But some of the problems involved are so intricate and complicated and depend upon so many and such various circumstances, the influence of which upon each other is not readily perceived, that it is impossible they should be fully appreciated and understood, and the reasonableness of railroad action in respect to them judged, except by those trained minds who have made them a study. But their intricate nature and the certainty that they will not be understood on casual examination, renders it specially important that they should be patiently and thoughtfully considered in the interest of the public, that the public sentiment may be moulded to a right conclusion in respect to them.

The facts above stated indicate what seems to me the chief need of a Railroad Commission. The railroad interests and the public stand in apparent antagonism, which frequently and needlessly becomes real antagonism. But they ought to be in harmony and mutual prosperity. The more prosperous the railroads are, the better are they able to perform the services for which they are created. To deny them reasonable compensation, to cripple or hamper them by needless and vexatious legislation, to load them down with unrealistic burdens, will appear as impolitic from the standpoint of public interest as it would be for an employer to put his servant to carry weight at his labor. If, on the other hand, as is not uncommonly believed, the railroad managers sometimes invite unfriendly treatment by assuming a mastery where their just position is one of agency, by disregard of law, by extortion and by favoritism, the impolicy of conduct on their part is equally plain and equally mischievous.

The first and most important duty of a railroad commissioner will be, to stand as a friendly umpire between the public on the one hand and the railroad interest serving it on the other. He should be given power to examine into all the details of railroad work, to investigate local complaints of unfair charges or discriminations, of unreasonable management of trains, or of delays, of obstruction of highways, and the innumerable annoyances and dangers of which the public has, or thinks it has, occasion to complain; to examine the condition of the road, the safety of bridges and other structures; whether proper regulations of police are established and enforced as a protection against calamities; and it should be his duty to bring to the attention of the railroad managers, in an authoritative way, any neglect, omission or misconduct in which the public would be concerned. He should prepare himself to give authoritative and reliable information as a basis for public judgment on railroad affairs and his impartial position and standing should be such that his information will be accepted without any of the suspicion which is so likely to accompany that which is furnished by the railroad companies themselves.

It cannot admit of doubt that a competent and suitable commission, occupying this position, could be of incalculable advantage, not only to the public, but to the railroad interest. So far as antagonism depends on prejudice, misunderstanding of facts or of the general principles which underlie the railroad service, he should be able to remove them, or the most of them, quietly and without litigation or cost. He would be able to settle many local controversies which, if left to the parties themselves, would grow into bitterness, and perhaps on one side or the other cause in violent or lawless action. But his service ought to be quite as valuable in anticipating and preventing antagonisms and controversies as in settling them after they had arisen; for it would be a large part of his duty, by his careful oversight, to see that reasonable cause for complaint did not arise.

The commissioner should also be required to report upon railroad accidents, with a view as well to fix the responsibility for them as to guard against the occurrence of like accidents in the future, and this report should be for the use of the State as well as of the railroad company concerned. And in his general supervision of railroad affairs, it should be expected of him that he should advise upon the removal of dangers at highway crossings, or the protection against them by watchmen or otherwise, and that he will have some advisory authority also in respect to terminal and other facilities which the roads are expected to supply. As such powers might be easily abused and made the means of annoyance for improper ends, it is assumed that they would be carefully guarded in the law conferring them.

To make the commissioner thus useful the law which provides for his appointment, and the authority which selects him should assume that the interest of the public and the interests of the railroads are not antagonistic, but that both alike require harmonious workings and mutual prosperity. To make the appointment on any different assumption would be mischievous in a high degree. If the commissioner were to be expected to occupy a hostile attitude in respect to the railroads, and to be a champion of controversies instead of an impartial arbiter his powers for usefulness would be small, and the office itself would be a source of irritation, annoyance and controversy instead of a protection against them. I do not enlarge upon this, because it seems very obvious, though it has sometimes been overlooked in urging the creation of this office.

But the railroad commissioner should not be expected to stand merely between the railroads and the public for mutual assistance and protection; he is needed also to keep peace and prevent mischief between the railroads themselves. However much the railroad interest may assume to the public eye the appearance of a monopoly, very slight examination shows it to be an aggregate of antagonisms, and the desperate rivalry is often destructive not only of corporate, but of individual interests. Who can compute the aggregate loss to the travelling public through loss of connection, unloading and reloading of freight, detention of cars and the thousand little annoyances which arise from the unaccommodating spirit of rivalry, and without benefit to anyone? Who can justly estimate the danger as well as the loss from roads crossing each other at grade when, with any disposition at neutral accommodation, it would be easy to cross otherwise? How many annoyances at the great railroad centres, and indeed, wherever two roads meet, could be avoided if an officer, though with only advisory powers, were to inquire into the cause and responsibility for them and insist upon their removal? There is a broad field here for official usefulness; for, much as we may think the railroads combine to oppress the public, the public more often suffers from their failure to act in a spirit of harmony and accommodation in their mutual dealings than from combinations.

The commissioner should also to some extent stand between the railroad companies and their servants; at least to the extent necessary to see that the known and generally used appliances and guards for their protection and safety are made use of by all. The fact that the law makes the servant take upon himself the risks of the employment does not relieve the managers from the moral duty of caring for his safety, and they should be reminded of the fact whenever it is neglected. In the mere mechanical management of the trains many things are yet to be learned. Take the coupling of cars, for example, how fearfully dangerous it is, if we may judge by the loss of life! As experience teaches better ways, the roads should be required to follow them, but a commissioner will be more likely than the general public to understand and appreciate how important it is that the railroads should be cautious and deliberate in adopting new methods and supposed improvements. His business will be to look at a propo-

sition on all sides, and not upon any pressure of public clamor to demand of the railroads that they make rash experiments.

One of the great needs of the railroad commissioners springs from the peculiar division of powers between the Nation and the States, which renders impossible the legislation of either should establish a complete system of regulation. Of two lines competing for the same business, a State may perhaps control one, because it is entirely within its limits, while Congress may control the other, because being in two or more States, the trade upon it is inter-State commerce. If Congress and the State were to legislate for the roads respectively, one or the other of them might be ruined by restrictions or burdens which its rival did not feel, or by the want of advantages or facilities which its rival was given.

The true solution of the railroad problem will doubtless some day be found in a judicious combination of self-government with government by the State—using that term in its generic sense—but government by the State, as applied to this immense and diversified interest, can only be useful when it is possible to make it harmonious and to administer it on a consideration of the whole system, in all its workings, capacities and needs. State and Congressional legislation, originating in the ordinary way, is not likely to bring about such harmony, but commissions may gradually secure the proper results by the investigations they make, and the information and advice they become competent to impart. The State commissions now in existence have to some extent followed the example of the insurance commissions in holding conventions for mutual consultation, and good results can scarcely fail to follow.

A railroad commissioner, if duly chosen, will be valuable to the public as an investigator and teacher. In railroad questions we are as yet all in the morning twilight; no expert fully masters them in all their bearings; the results are often unexpected and confusing, and the highest wisdom of one year proves to be folly in the next. As yet the study of railroad development and its workings is more important than to legislate upon it; the study may prepare us to act wisely; the legislation by those who know little or nothing of the subject is more likely to be mischievous than beneficial. It is well when on strange ground to make haste slowly, and not to assume that we can tell by intuition, or by a surface glance, where the quagmires and the pitfalls are.

Time has cured many evils in railroad affairs without the help of the law; but new evils have come in also; and we need to ascertain the whence and wherefore before we can wisely deal with them. Let the commissioner be an investigator and a learner, on our behalf as well as for the purposes of his office, and some day we may hope to have a system of railroad management, the product more of experience than of legislation, which shall make the railroads accomplish their intended purposes without the friction, and the irritation and strife, the inequalities and the injustice of which the public has now such frequent occasion to complain. And when we have such a system, we shall also have more friendly relations between the roads and the community, better conduct on the one side and better results on the other.

In this letter it is assumed that the powers which any State will attempt to confer on a railroad commissioner will be only advisory and administrative. He could not well be given judicial powers, and in at least some of the States it would not be competent for the Legislature to give him judicial powers.

## The Aberdeen Examiner Called to Order on the Question of Railroad Supervision.

Correspondence Tupelo Journal.]

Editor Journal.—In the Aberdeen Examiner of the 17th inst., is an editorial, covering nearly three columns of that paper, devoted to the task of proving that the last Legislature of our State, by granting charters to various projected railroads, in which specific maximum figures are fixed rates of fare and freights, surrendered the right of the State to supervise these, and all other existing railroad corporations; and announces the startling opinion that as a sequence the question of supervision as enunciated in the Democratic platform of 1881, is a dead issue before the people. The Examiner is the recognized organ of a large part of the Democracy of the 11th Senatorial District, and it is a reasonable presumption that this editorial reflects the sentiment of a portion, at least, of that Democracy. It certainly meets the approval of some of the office-seekers. The proposition laid down by the Examiner is so monstrous, emanating from a source claiming to be orthodox in its Democracy, and its effect is calculated to be so pernicious if left unchecked, that I feel it a duty to call the attention of the voters of Lee and Itawamba counties to some of its remarkable features. The basis upon which the Examiner builds its argument is found in the following:

THE RAILROAD TREATY OF 1882. In February, 1882, the Legislature granted to the "Canton, Aberdeen and Nashville Railroad," and the "Yazoo and Mississippi Valley R. R." the two great arms and feeders of the Chicago, St. Louis and New Orleans line—the charter of the last containing authority to weave a perfect network of rails all over the Yazoo Delta—charters embracing the following provisions:

"This road shall have and possess the power to fix, from time to time, by its Board of Directors, the rates at which it will do express and telegraph business, and shall transport other express companies as may apply for transportation over its line at a just and reasonable rate of transportation; and also the rates at which said company will transport persons or property over its railroads and branches, provided said rates shall not exceed four cents per mile for passengers, nor the following rates on freight:

"Sixty-five cents per hundred pounds for 1st and 2d class freight, per hundred miles or less.

"Forty-five cents per hundred pounds for 3d and 4th class freight, per hundred miles or less."

"Thirty-two cents per hundred pounds for 5th and 6th class freight, per hundred miles or less."

Upon this remarkable grant of power and privilege to certain railroad corporations the Examiner reaches the conclusion that the State is bound to grant the same privileges and powers to all the roads existing at the time these new roads were vitalized, and that it (the State) thereby became forever estopped from interfering with the management of these roads, so long as they do not transcend these specifically bestowed privileges.

The doctrine thus laid down is so utterly at variance with the common sense decisions of the courts of the country, including the Supreme Court of the United States, that I will not waste time nor absorb your valuable space contradicting it. Every intelligent reader can discern for himself how utterly illogical and sophistical is the reasoning of the flippant and voluble editor of the Examiner upon the subject. The article from beginning to end is heresy of the rank order, and deserves notice on this account alone.

But I desire to say, Mr. Editor, that there is a meaning in that editorial that does not appear on its face, and to call the attention of the voters of Lee and Itawamba counties to the fact that it reflects the sentiment of an interested locality which will attempt to dominate in the selection of Senators to represent them in the ensuing Legislature.

It is a monstrous proposition to ask the people to sanction a full and complete surrender of a principle so vital as that of supervision in order to accommodate a local sentiment and local interest, and I caution them now that this editorial is the "Howzag," with its brassy sound, that will greet their ears in the coming Senatorial canvass.

But let me point out, briefly, the predicament in which the prolix and profuse editor of the Examiner leaves the legislature of 1882. That legislature was elected on a platform of principles altered by the largest Democratic convention ever held in the State. One of the salient features of that platform was the "supervision of corporations in the interest and for the protection of the people." This constituted one of the pledges given the people, on which the Democracy carried the State overwhelmingly. The nomination for the first place on the ticket was a condemnation of the anti-supervision sentiment that dropped out in some localities. Now, if that legislature did, after securing election on such a pledge to the people, go square back on themselves, and did, in granting these charters, sell out the people to the monopolists and monopolies which these charters created, as charged by the Examiner, every member of that body who assisted in the iniquity, by either his council or his vote, is deserving of the severest censure and condemnation. If such a one asks the people to return him to a seat in that body, he should be snowed under by an avalanche of public condemnation so deep that he will never hear the wild scream of any one of his pampered pets.

Let people watch closely; if they do, they will find that men whom they chose to be their servants think themselves their masters, and hold their local and individual interest above all other considerations.

If the Examiner is right in its deductions and conclusions, a most stupendous fraud has been perpetrated on the people, and they should not stop until they ascertain who were the authors of the iniquity and inflict upon them the merited punishment of popular indignation. This species of Legislation had its origin in the interest of certain localities. Must the people submit to be robbed of their rights in order that those interests may prosper and grow at their expense? Happily for the people, the established courts of the country, whose opinions, become law, take a common-sense and disinterested view of this matter, in which the verbose editor of the Examiner does not join.

TOWN CREEK.

## Accommodating Fran.

They were an old couple, coming East by the Michigan Central, says the Detroit Free Press. When the brakeman announced: "Marshall—twenty minutes for dinner!" they both left the car and entered the eating house. They had scarcely seated themselves at the table when the husband took out his old fashioned bull's eye watch, squinted at the time, and passed it to his wife with the remark:

"Now I'll eat and you hold the watch, and if we get left it will be your fault. Sing out at the end of the eighteen minutes."

And the good-natured old wife sat there without eating a mouthful and timed him, while he pitchforked everything within reach into his stomach.

## Prevent Decay of the Teeth.

With their surest preservative, aromatic SOZODONT. Whiteness of the dental row, a healthful rosinness and hardness of the gums, a sweet breath, an agreeable taste in the mouth, all these are conferred by SOZODONT. Does not such an invaluable toilet article, one so pure as well as effective, deserve the popularity it enjoys? Most assuredly. It has no rival worthy of the name. The ordinary powders and pastes are nothing to it, and since its appearance have rapidly lost ground. Sold by druggists.

## On the Seashore.

Pascagoula Dem-Star.]

Property on the Mississippi sea-coast has increased in value within the last twelve months. It is thought by knowing ones that there will be a larger number of visitors on the coast than for a number of years past. Many improvements have been made in buildings, and there seems to be a general air of improvement.

For dressing the hair, and beautifying it when gray, nothing is so satisfactory as Parker's Hair Balsam.

## MEDICAL.

SAVED FROM THE GRAVE.

Mrs. NANCY J. SMITH, of Iowa writes: "I was terribly afflicted with Kidney and Dropsy, having suffered for years, and I employed the best physicians and obtained no relief, but was getting worse. My family and friends had given up. My son happened to read your advertisement of Hunt's Kidney and Dropsy, and I began to take it, and it was a charm. After taking several bottles I was entirely well. I am indebted to Hunt's Kidney and Dropsy for saving my life; and if I had not your great medicine I surely would have been a grave to-day."

INTERNAL REVENUE DEPARTMENT, Washington, D. C.

Mr. STEPHEN A. ARLEY, Washington, D. C.

Says:—"A member of my family having been for several years with Kidney Disease, trying numerous remedies and medicines without obtaining relief, one was sent you Hunt's Kidney and Dropsy, and after using one bottle I was free from all my medicine since. I believe Hunt's to be the best Kidney and Liver medicine, and I cheerfully recommend it to all from this terrible disease."

## EXCRUCIATING PAIN.

EDWIN FREEMAN, of Norton, Mass., has suffered the most excruciating pains in his back, and physicians could not relieve him until about the time since I commenced taking Hunt's Kidney and Dropsy. I took the first dose, and after using one bottle I was free from all my medicine since. I believe Hunt's to be the best Kidney and Liver medicine, and I cheerfully recommend it to all from this terrible disease."

Hunt's Kidney and Dropsy is a purely vegetable preparation, scientifically prepared by a chemist. — CONN.

## HOSTETTER'S STOMACH BITTER.



Hostetter's Stomach Bitter meets the requirements of the rational medicine which at present prevails. It is a perfectly pure vegetable remedy, containing the three important properties preventive, a tonic and an alterative. Fortifies the body against disease, cures and revitalizes the torpid stomach and liver, and effects a salutary change in the entire system. For sale by all Druggists and Dealers generally.

## HOME SANATION.



## PURIFIES THE BLOOD.

Eradicates Malarial Poison, Fevers, Chills & Fever, Intermittent Fevers, Cures Ague & Fever, Indigestion, Dyspepsia, Nervousness, of Sleep, Female & Summer Complaints. Recommended & Used by Physicians. Sold Free of U. S. Liquor License by Dealers. PRINCIPAL OFFICE & LABORATORY, 24 & 26 N. MAIN ST., ST. LOUIS.

## PARKER'S GINGER TONIC.

Contains Ginger, Biotin, & many other healthful ingredients, combined into a remedy of extraordinary power as to make the greatest blood purifier. Best Health & Strength Restorer Ever. If you have Indigestion, Cough, Croup, Hoarseness, or any other ailment, you will find Parker's Ginger Tonic a most valuable remedy. It is sold by all Druggists and Dealers.

## PARKER'S HAIR BALM.

Its lasting fragrance makes this delicate perfume popular. There is nothing like it. It is sold by all Druggists and Dealers. Signature of Druggists or dealers in perfumery will supply you. It is sold by all Druggists and Dealers.

## ON 30 DAYS' TRIAL.

THE VOLTAIC BELT CO. Mr. Nich. will send DR. DYER'S CLEANSING ELECTRO-VOLTAIC BELTS and ELECTRO-APPLIANCES on trial for 30 days to (young or old) who are afflicted with various Debility, Lost Vitality, and other troubles, guaranteeing speedy and complete restoration of health and manly vigor. Dress as above. — N. B. — No risk is incurred as 30 days' trial is allowed. Jan. 31, 1883.